

### DETAILED ACTION

1. Amendment filed on June 6, 2011 has been acknowledged. Claims 3, 8, 21-27, 30 and 35, have been canceled. Claims 44-48 have been added. Claims 1-2, 4-7, 9-20, 28-29, 31-34, and 36-48, as amended, are currently pending and have been considered below.

### ***Claim Rejections - 35 USC § 103***

2. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

3. **Claims 1, 2, 4-7, 9-20, and 38 are rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Amir M. Hormozi: "Parts Remanufacturing in the Automotive Industry" (First Quarter 1997) hereafter Hormozi, further in view of Schick et al. (US 2002/0065698 A1) hereafter Schick.**

**As per claim 1**, Joao discloses a method embodied on a computer network for remotely evaluating a vehicular part (Page 1, paragraph 9; discloses that the invention pertains to vehicle maintenance, and that information is shared. Page 2, paragraph 15; discloses that there is a central point in which the different parties communicate through and that one of the parties are vehicle parts providers) comprising:

creating, on a vehicular dealer computer platform, an electronic folder for the vehicular part, the electronic folder comprising description information including information relating to a type of said vehicular part (Page 21, paragraph 281; discloses

that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being sent to the central computer);

storing the electronic folder on the vehicular dealer computer platform (Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being sent to the central computer, which obviously shows that the file is stored on the vehicular dealer computer platform prior to being sent since it is completed);

after the electronic folder is created and stored on the vehicular dealer computer platform, transmitting, by the vehicular dealer computer platform, the electronic folder to the central server (Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being sent to the central computer, after it is completed and obviously stored it is then sent to the central computer);

receiving by the central server the electronic folder (Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 286; discloses that the file once completed is then sent to the central server thus the central server has received the folder of file from the user);

sending, from the central server, said electronic folder including said description information to an assessment center (Page 22, paragraph 293; discloses that the central processing computer or central server transmits or sends the diagnostic report and/or repair, maintenance, and/or servicing report to the user's computer, Page 21, paragraph 282; discloses that a user can consist in any number of people including vehicle service providers and vehicle insurance providers which are equivalent to an assessment center, from this it is shown that a central server sends an electronic folder including description information to an assessment center);

modifying, on said assessment center computer platform, the electronic folder to include a grade for the vehicular part, the electronic folder once modified corresponding to an updated electronic folder (as best understood by the Examiner a grade is equivalent to an assessment of a part based on the applicant's specification page 9, paragraph [0034] which states "...the folder is then returned to the dealer along with the assessment or grading...") (Page 20, paragraph 275; discloses that the user of the system can be any of the parties which include vehicle service providers any of these parties can enter information or modify the electronic folder. Page 21, paragraph 285; discloses that a user of the system can modify the document to include an assessment or information regarding the vehicles malfunction problems. Page 22, paragraph 299; discloses that at any time during the process any user can add additional information this includes vehicle service providers and this is done through their respective computer, from this it is clearly shown that the assessment center enters data regarding

the vehicle and its parts at any time during the process and this entry is done from a terminal at the assessment center);

transmitting, by the assessment center computer platform, the updated electronic folder to the central server (Page 22, paragraph 297; discloses that the service provider or repair facility which is considered the assessment center can transmit back to the central server updated or modified information including the assessment of the vehicle and or part);

receiving by the central server, the updated electronic folder (Page 22, paragraph 297; discloses that the service provider or repair facility which is considered the assessment center can transmit back to the central server updated or modified information including the assessment of the vehicle and or part. Since the grade is equivalent to the assessment then the Examiner asserts that a grade is shown as well);

sending said updated electronic folder by said central server to said vehicle dealer computer platform (Page 3, paragraph 39; discloses that the apparatus can send or output repair reports to the vehicle dealer; Page 10, paragraph 157; discloses that the vehicle dealer computer is in communication with the central processing computer or central server);

displaying said grade, on said vehicular dealer computer platform (Page 15, paragraph 213; discloses output devices the could be used by the system, which includes a display for displaying the information. Page 15, paragraph 214; discloses that the information stored in the system can be made available to any of the users of the

system which include the vehicular dealer, from this it is obvious that the information is displayed);

automatically transmitting by the vehicular dealer computer platform or the central server to an Original Equipment Manufacturer (OEM) a notification of the disposition (Page 5, paragraph [0060]; discloses that notifications can be sent to the Manufacturer automatically);

Joao fails to fully disclose entering a disposition of said vehicular part, in the electronic folder, based on said grade.

Hormozi, which talks about parts remanufacturing in the automotive industry, teaches determining and entering whether said vehicular part how a part may be disposed based on said grade in the electronic folder (Page 26, paragraphs 1 and 2; teach that there are different strategies in saving customers money and address the concerns of different constituencies, some of them include recycling and remanufacturing, as discussed above since the grade is equivalent to the assessment then the Examiner asserts that a grade is shown as well, and therefore the disposition is based on grade. Page 1, paragraph 4; teaches that the process of remanufactured products includes inspection to determine if the product is capable of being remanufactured parts are too badly worn are replaced. This inspection is an assessment of the part itself to determine if it needs to be replaced or is capable of being salvaged. Page 3, paragraph 9; teaches that the system uses computers to manage the inventory which shows that, when a part is evaluated and a determination

has been made it is stored in the computer so that a proper inventory can be maintained).

From this teaching of Hormozi, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by Joao, with the use of recycling or remanufacturing as taught by Hormozi, to accomplish the required services for the customer for less. As mentioned in Hormozi many dealers or manufacturers don't have the resources to take on such a task as repairing parts or recycling them and often these parts were just replaced with brand new ones. Hormozi shows that the process of disposing of parts that could be salvaged is wasteful and also costs more money and energy then having those parts repaired or recycled.

The combination of Joao and Hormozi fails to explicitly disclose said description information including information relating to a type of said vehicular part and where the routing is based on the information relating to the type of said vehicular part.

Schick, which like Joao talks about a system and method for managing assets, teaches that description information includes information relating to the type of part and that the information is routed based on the information relating to the type of part (Page 1, paragraph [0006], Page 2, paragraph [0021], Page 7, paragraph [0057]; teaches that the information is evaluated to determined the most logical repair location based on various information including part information and a notification is set either by e-mail message or by providing information on a central web page to the service team detailing the parts and labor necessary for a timely and accurate repair. From this it would have

been obvious to one having ordinary skill in the art at the time of the invention to automatically send or route the information to the specific party upon evaluation of the information to ensure that the necessary parties are provided the required information in a timely manner. By sending or routing the information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets).

Therefore, from this teaching of Schick, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by the combination of Joao and Hormozi, with the distribution of the information based on the parts as taught by Schick, for the purpose of effectively and efficiently distributing the information regarding the assets to the people who are the most logical to repair or have the most knowledge of those parts as taught by Schick. By sending or routing the information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets.

**As per claim 2**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention; Joao further discloses wherein said description information comprises at least one of textual data, binary data, scanned documents, digital images,

digital audio and video of said vehicular parts (Page 21, paragraph 286, Page 12, paragraph 177, Page13, paragraph 185).

**As per claim 4**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses comprising at least one of the steps of mining data and generating reports for a plurality of vehicular parts and their assessment (Page 22, paragraph 289; discloses that the reports will include whatever plurality of parts will be necessary to affect the repairs).

**As per claim 5**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses wherein said data and reports are compatible with internal data management systems of a party receiving said data and reports (Page 22, paragraph 299; discloses that any of the users of the system can access and use the information that is stored on the central server which is acting as the internal data management system, since all parties can access and add information all of that information has to be compatible).

**As per claim 6**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses that warranty information is handled by the system and that the payment information would also be handled by the system (Page 22, paragraph 290; discloses that information will be sent to the warranty providers and that this information will effect who is responsible for paying for the repair).

Joao fails to explicitly disclose wherein said disposition of said vehicular part comprises at least one of discarding the vehicular part and a warranty settlement for said vehicular part based on said assessment.



While Joao fails to fully disclose the idea of a settlement, it would have been obvious to one of ordinary skill in the art at the time of the invention include a settlement during the process of determining who is responsible for paying for the repairs. For example if the user's engine seizes during normal operation they would call up the warranty provider to determine if the damage was covered by their warranty. At which point the warranty provider would issue a disposition or final judgment if the user is to be awarded a settlement and the damage is covered by the user's warranty.

Therefore it would have been obvious to one having ordinary skill in the art at the time the invention was made to include settlements being awarded to the user of the vehicle provided by Joao, for the purpose of ensuring that the user gets compensated for their damage to their vehicle, if it is covered by the warranty.

**As per claim 7** the combination Joao, Hormozi, and Schick teaches the above-enclosed invention; Joao further discloses wherein said description information comprises at least one of textual data, binary data, scanned documents, digital images, digital audio and video of said vehicular parts (Page 21, paragraph 286, Page 12, paragraph 177, Page13, paragraph 185).

**As per claim 9**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses comprising at least one of the steps of mining data and generating reports for a plurality of vehicular parts and their assessment (Page 22, paragraph 289; discloses that the reports will include whatever plurality of parts will be necessary to affect the repairs).

**As per claim 10**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses wherein said data and reports are in such a format as to be compatible with internal data management systems of a party receiving said data and reports (Page 22, paragraph 299; discloses that any of the users of the system can access and use the information that is stored on the central server which is acting as the internal data management system, since all parties can access and add information all of that information has to be compatible).

**As per claim 11**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses that the system is used to facilitate the process of repairing parts or performing services associated with those parts (Page 22, paragraph 290; discloses the central server takes in information that will help in the repair process for parts and services). Joao also discloses that many facilities can access the system (Page 22, paragraph 299; discloses that multiple parties can access the system in regard to repair and servicing of parts, these parties include intermediary or third party sites).

Joao fails to explicitly disclose sending said vehicular part to a third party for at least one of repair and recycling.

Hormozi, which talks about remanufacturing parts in the automotive industry, teaches sending vehicular parts to a third party and that services provided by the third party include repair and recycling (Page 26, paragraphs 2 and 6; teach that there are five services that can be performed two of which are repair and recycling, and that 90% of sales come from independent channels such as third parties. Page 26, paragraph 8;

teaches that companies like Ford motor company have often relied on third party sites to repair and remanufacture items since they did not have the resources, from this it would be obvious that in the case of repair and recycling of parts third parties would be used if the facilities such as the dealer does not have the resources on site to complete the task. Also it would have been obvious that since these third party sites are not located on site they would have to have the parts sent to them).

From this teaching of Hormozi, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by Joao, with the use of sending third parties parts for repair or recycling taught by Hormozi, to accomplish the required services for the customer. As mentioned in Hormozi many dealers or manufacturers don't have the resources to take on such a task as repairing parts or recycling them and often these parts were just replaced with brand new ones. Hormozi shows that the process of disposing of parts that could be salvaged is wasteful and also costs more money and energy then having those parts repaired or recycled. Since the system is dealing with third parties or companies that are not onsite the parts that have to be services would have to be sent to them in order for them to be repaired or recycled.

**As per claim 12**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses providing an assessment based on vehicular parts (Page 22, paragraph 289; discloses that the different services providers can provide a diagnosis or an assessment regarding the state of disrepair of the part).

Joao fails to explicitly disclose comprising at least one of identifying and ordering missing materials required for a remanufacturing of said vehicular part based on said assessment.

Hormozi, which talks about remanufacturing parts in the automotive industry, teaches comprising at least one of identifying and ordering missing materials required for remanufacturing of said vehicular part based on said assessment (Page 29, paragraphs 5 and 6 under Bills of Materials; teaches that each remanufactured parts have pieces associated with them that have to be identified, ordered and then replaced).

**As per claim 13**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention; Joao fails to fully disclose comprising the automatically ordering said materials required for remanufacturing of said vehicular part.

Hormozi, which talks about remanufacturing parts in the automotive industry, teaches comprising the automated ordering of said materials required for remanufacturing of said vehicular part (Page 29, paragraphs 5 and 6 under Bills of Materials; teaches that each remanufactured parts have pieces associated with them that have to be identified, ordered and then replaced and that these pieces are ordered automatically if it is guaranteed that those parts will be replaced, as stated with a RF rating of 1.00, which states that every time the person in going to remanufacture that part, that piece is going to have to be replaced every time).

**As per claim 14**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses that original equipment manufacturers have

intermediaries or third parties handle things (Page 2, paragraph 21; discloses that intermediaries can act on behalf of the vehicle manufactures which are the OEM or original equipment manufacturers. Page 22, paragraph 299; discloses that these intermediaries can access the system at any time. Page 21, paragraph 281; discloses that the first location can be the vehicle manufacturer and/or intermediaries).

Joao fails to explicitly disclose where the representative or intermediary is authorized.

Hormozi, which talks about remanufacturing parts in the automotive industry, teaches that representatives of the original equipment manufacturer are authorized (Page 26, paragraph 8; teaches that Ford used outside companies as intermediaries for the exchanged of parts and services and those intermediaries were authorized representatives).

From this teaching of Hormozi, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by Joao, with the use of authorized intermediaries or third parties taught by Hormozi, for the purpose of ensuring the quality of work to their customers. If the third party did not have a high standard of work it would reflect poorly upon the original equipment manufacturer so by authorizing these companies shows the customer that these facilities are up to par with the original equipment manufacturer. Also as stated in the article this deal benefits the OEM because in some cases these they don't have the infrastructure or the resources to take on such a service so these third parties offer a reliable alternative.

**As per claim 15**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses wherein assessment center comprises at least one of an independent assessing center, an original equipment manufacturer, and a warranty processing center (Page 22, paragraph 290; discloses that the assessment can be any one of an independent assessing center or repair shop, equipment manufacturers, warranty providers as well as others).

**As per claim 16**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses comprising the step of providing access to a party at a third location to said assessment (Page 22, paragraph 299; discloses that access is granted to multiple parties at any point and those parties include intermediaries or third parties. These parties can access the system to view the assessment and to add information).

**As per claim 17**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses wherein said party at said third location accesses said assessment through an Internet web browser (Page 11, paragraph 168; discloses that the invention functions on the Internet and can be accessed using a web site which accessing would have to include the use of a web browser).

**As per claim 18**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses wherein said party at said third location comprises an original equipment manufacturer (Page 22, paragraph 299; discloses that at any time another party can access the system which includes the vehicle manufacturer or the original equipment manufacturer).

**As per claim 19**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses comprising producing data and reports for a plurality of vehicular parts and their assessment (Page 22, paragraph 289; discloses that the reports will include whatever plurality of parts will be necessary to affect the repairs).

**As per claim 20**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses comprising providing said data and reports in such a format as to be compatible with internal data management systems of a party receiving said data and reports (Page 22, paragraph 299; discloses that any of the users of the system can access and use the information that is stored on the central server which is acting as the internal data management system, since all parties can access and add information all of that information has to be compatible).

**As per claim 38**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, Joao further discloses comprising selecting an assessment center based on the description information (Page 22, paragraph 296; discloses based on the description information the user can selected an assessment center or any of the service or parts providers).

4. **Claims 28, 29, 31, 32, 36 and 43 are rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Schick et al. (US 2002/0065698 A1) hereafter Schick.**

**As per claim 28**, Joao discloses a data center used in a remote evaluation of a vehicular part (Figure 1; discloses a central processing computer or server which takes

in data from various other locations for the evaluation of vehicle parts), said data center comprising:

a computer server communicating remotely with a vehicular dealer computer platform and one or more assessment center computing platforms (Figure 1; discloses that the central processing computer or server communicates with other computers across the network, this would include the vehicle dealer computer character 40 and the vehicle service provider computer or the assessment center. Further the central processing computer could also communicate with any of the computers connected to the network), said computer server comprising:

input means receiving, from said vehicular dealer computing platform, said electronic folder having been created and stored on the vehicular dealer computing platform, the electronic folder comprising description information regarding said condition of said vehicular part including information relating to a type of said vehicular part (Page 21, paragraph 283; discloses that the user enters information that is to be sent to the central server via a computer. Page 12, paragraph 173; discloses various input devices to enter information into the system. Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being sent to the central computer, which obviously shows that the file is stored on the vehicular dealer computer platform prior to being sent since it is completed. Page 21, paragraph 285; discloses that a user of the system can include an assessment or information regarding the



vehicles malfunction problems thus include information relating to the type of said vehicular part);

output means routing said electronic folder comprising description information to said appropriate assessment center computing platform (Page 15, paragraph 213; discloses output devices the could be used by the system. Page 22, paragraph 293; discloses that the central processing computer or central server transmits or sends the diagnostic report and/or repair, maintenance, and/or servicing report to the user's computer. Page 22, paragraph 297; discloses that the service provider or repair facility which is considered the assessment center can transmit back to the central server updated or modified information including the assessment of the vehicle and or part); and

said input means receiving, from a terminal of said appropriate assessment center computing platform, a grade for the vehicular part, said electronic folder having been modified by said terminal of said appropriate assessment center computing platform to include said grade (Page 22, paragraph 293; discloses the user being sent the report or assessment. Page 12, paragraph 173; discloses various input devices to enter information into the system. Page 20, paragraph 275; discloses that the user of the system can be any of the parties which include vehicle service providers any of these parties can enter information or modify the electronic folder. Page 21, paragraph 285; discloses that a user of the system can modify the document to include an assessment or information regarding the vehicles malfunction problems. Page 22, paragraph 299; discloses that at any time during the process any user can add

additional information this includes vehicle service providers and this is done through their respective computer, from this it is clearly shown that the assessment center enters data regarding the vehicle and its parts at any time during the process and this entry is done from a terminal at the assessment center and that the system includes an input means for receiving this information).

said output means routing said electronic folder, once modified to include said grade, to the vehicular dealer computing platform, where the grade is used to determine the disposition of the vehicular part and, said output means also routing the electronic folder to a remanufacturer where the grade will be used for sorting the vehicular part (Page 15, paragraph 213; discloses output devices that could be used by the system, who gets sent the data is considered intended use of the system claim, further what gets sent is considered to be merely a title given to the data. What the data is then used for is again intended use, these limitations fail to impart new structural limitations on the claim and therefore do not serve to distinguish the claimed invention from the prior art, the adapted to language is not a positive limitation but rather indicated that the system has to be capable of performing the task, since the system contains the means to route information it is adapted to route information to any party thus it is capable of performing these tasks).

Joao, fails to explicitly disclose analyzing means analyzing a content of said electronic folder and determining an appropriate assessment center based on a type of said vehicular part.

Schick, which like Joao talks about a system and method for managing assets, teaches that description information includes information relating to the type of part and that the information analyzed to evaluated then it is routed based on the information relating to the type of part (Page 1, paragraph [0006], Page 2, paragraph [0021], Page 7, paragraph [0057]; teaches that the information is evaluated to determined the most logical repair location based on various information including part information and a notification is set either by e-mail message or by providing information on a central web page to the service team detailing the parts and labor necessary for a timely and accurate repair. From this it would have been obvious to one having ordinary skill in the art at the time of the invention to automatically send or route the information to the specific party upon evaluation of the information to ensure that the necessary parties are provided the required information in a timely manner. By sending or routing the information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets).

Therefore, from this teaching of Schick, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by Joao, with the distribution of the information based on the parts as taught by Schick, for the purpose of effectively and efficiently distributing the information regarding the assets to the people who are the most logical to repair or have the most knowledge of those parts as taught by Schick. By sending or routing the

information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets.

**As per claim 29**, the combination of Joao and Schick teaches the above-enclosed invention; Joao further discloses wherein said description information comprises at least one of textual data, binary data, scanned documents, digital images, digital audio and video of said vehicular parts (Page 21, paragraph 286, Page 12, paragraph 177, Page13, paragraph 185).

**As per claim 31**, the combination of Joao and Schick teaches the above-enclosed invention, Joao further discloses comprising a server database for storing at least a portion of said description information in said electronic folder (Page 15, paragraph 206; discloses that the system includes a database that will be used to store all of the information).

**As per claim 32**, the combination of Joao and Schick teaches the above-enclosed invention, Joao further discloses wherein said computer server is further adapted to communicate with a third location and said output means further sends said assessment to said third location (Page 22, paragraph 299; discloses that various parties can access the system, and these parties include intermediaries, these parties can obtain information and input information).

**As per claim 36**, the combination of Joao and Schick teaches the above-enclosed invention, Joao further comprising a server database for storing at least a

portion of said description information in said electronic folder (Page 15, paragraph 206; discloses that the system includes a database that will be used to store all of the information).

**As per claim 43**, Joao discloses a system for a remote evaluation of a vehicular part over a communication network (Figure 1; discloses a central processing computer or server which takes in data from various other locations for the evaluation of vehicle parts), said system comprising:

a central server (Figure 1; discloses that the central processing computer or server communicates with other computers across the network, this would include the vehicle dealer computer character 40 and the vehicle service provider computer or the assessment center. Further the central processing computer could also communicate with any of the computers connected to the network);

a first terminal at a vehicular dealer, said first terminal being in a remote communication with said central server, and creating and storing an electronic folder locally, and sending, after the creating and storing, to said central server the electronic folder including description information regarding said vehicular part (Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Figure 1; discloses a first terminal at a vehicle dealer, which is in remote communication with the central server. Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being sent to the central computer, after it is completed and obviously stored it is then sent to the central computer);

a second terminal at one or more assessment centers, said second terminal being in a remote communication with said central server, and receiving said electronic folder from the central server, and updating a content of said electronic folder to indicate a grade of said vehicular part (Page 20, paragraph 275; discloses that the user of the system can be any of the parties which include vehicle service providers any of these parties can enter information or modify the electronic folder. From this it is shown that the folder or information is updated. Page 21, paragraph 285; discloses that a user of the system can modify the document to include an assessment or information regarding the vehicles malfunction problems. Page 22, paragraph 299; discloses that at any time during the process any user can add additional information this includes vehicle service providers and this is done through their respective computer, from this it is clearly shown that the assessment center enters data regarding the vehicle and its parts at any time during the process and this entry is done from a terminal at the assessment center. Page 22, paragraph 293; discloses that the central processing computer or central server transmits or sends the diagnostic report and/or repair, maintenance, and/or servicing report to the user's computer);

a third terminal at a remanufacturer, said third terminal being in a remote communication with said central server, and receiving said electronic folder (Page 15, paragraph 213; discloses output devices that could be used by the system, who gets sent the data is considered intended use of the system claim, further what gets sent is considered to be merely a title given to the data. Figure 1; discloses various terminals where the information can be received, where the terminal is located is considered to be

merely a title since no remanufacturer has taken place. At this point it is merely a terminal receiving information. What the data is then used for is again intended use, these limitations fail to impart new structural limitations on the claim and therefore do not serve to distinguish the claimed invention from the prior art, the adapted to language is not a positive limitation but rather indicated that the system has to be capable of performing the task, since the system contains the means to receive and output the information it is adapted to receive and output the information to any party thus it is capable of performing these tasks);

Joao fails to explicitly disclose wherein the central server analyzes the content of the electronic folder received from the first terminal, selects a terminal at an appropriate assessment center based on a type of the vehicular part, automatically routes said electronic folder to said terminal at the appropriate assessment center, and, upon receipt of the updated electronic folder from said terminal at the appropriate assessment center, route the updated electronic folder to said first terminal and said third terminal for determining a disposition of said vehicular part.

Schick, which like Joao talks about a system and method for managing assets, teaches that description information includes information relating to the type of part and that the information analyzed to evaluated then it is routed based on the information relating to the type of part (Page 1, paragraph [0006], Page 2, paragraph [0021], Page 7, paragraph [0057]; teaches that the information is evaluated to determined the most logical repair location based on various information including part information and a notification is set either by e-mail message or by providing information on a central web

page to the service team detailing the parts and labor necessary for a timely and accurate repair. Page 7, paragraphs [0051] and [0056]; teaches that the customers can obtain real-time status updates from various portals, for the purposes of keeping updated of the status of the equipment. From this it would have been obvious to one having ordinary skill in the art at the time of the invention to automatically send or route the information to the specific party upon evaluation of the information to ensure that the necessary parties are provided the required information in a timely manner. And to send or route information to the concerning parties as the information is updated to keep all parties informed of the status. By sending or routing the information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets).

Therefore, from this teaching of Schick, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by Joao, with the distribution of the information based on the parts as taught by Schick, for the purpose of effectively and efficiently distributing the information regarding the assets to the people who are the most logical to repair or have the most knowledge of those parts as taught by Schick. By sending or routing the information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal



stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets.

5. **Claim 41 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Amir M. Hormozi: "Parts Remanufacturing in the Automotive Industry" (First Quarter 1997) hereafter Hormozi, further in view of Schick et al. (US 2002/0065698 A1) hereafter Schick .**

**As per claim 41**, Joao discloses a method embodied on a computer network for remotely evaluating a vehicular part (Page 1, paragraph 9; discloses that the invention pertains to vehicle maintenance, and that information is shared. Page 2, paragraph 15; discloses that there is a central point in which the different parties communicate through and that one of the parties are vehicle parts providers), comprising:

inputting, on a vehicular dealer computer platform, description information regarding the vehicular part including information relating to a type of said vehicular part in an electronic folder (Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 285; discloses that a user of the system can include an assessment or information regarding the vehicles malfunction problems thus include information relating to the type of said vehicular part);

storing the electronic folder on the vehicular dealer computer platform (Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being

sent to the central computer, which obviously shows that the file is stored on the vehicular dealer computer platform prior to being sent since it is completed);

after the electronic folder is stored and created on the vehicular dealer computer platform, transmitting, by the vehicular dealer computing platform, the electronic folder to the central server (Page 21, paragraph 281; discloses that the information is gathered about state of disrepair, further it states that this information can be obtained from a vehicular dealer. Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being sent to the central computer, after it is completed and obviously stored it is then sent to the central computer);

sending, by the central server, the electronic folder including the description information to the assessment center (Page 22, paragraph 293; discloses that the central processing computer or central server transmits or sends the diagnostic report and/or repair, maintenance, and/or servicing report to the user's computer, Page 21, paragraph 282; discloses that a user can consist in any number of people including vehicle service providers and vehicle insurance providers which are equivalent to an assessment center, from this it is shown that a central server sends an electronic folder including description information to an assessment center);

receiving the electronic folder by the assessment center computer platform (Page 22, paragraph 293; discloses that the central processing computer or central server transmits or sends the diagnostic report and/or repair, maintenance, and/or servicing report to the user's computer, Page 21, paragraph 282; discloses that a user can consist in any number of people including vehicle service providers and vehicle

insurance providers which are equivalent to an assessment center, from this it is shown that a central server sends an electronic folder including description information to an assessment center. Page 22, paragraph 297; discloses that the service provider or repair facility which is considered the assessment center can transmit back to the central server updated or modified information including the assessment of the vehicle and or part. Since the grade is equivalent to the assessment then the Examiner asserts that a grade is shown as well, from this it is shown that the various users receive the information that was sent);

modifying the electronic folder to include a grade for the vehicular part on a terminal at the assessment center computer platform (as best understood by the Examiner a grade is equivalent to an assessment of a part based on the applicant's specification page 9, paragraph [0034] which states "...the folder is then returned to the dealer along with the assessment or grading...") (Page 22, paragraph 297; discloses that the service provider or repair facility which is considered the assessment center can transmit back to the central server updated or modified information including the assessment of the vehicle and or part. Since the grade is equivalent to the assessment then the Examiner asserts that a grade is shown as well. Page 20, paragraph 275; discloses that the user of the system can be any of the parties which include vehicle service providers any of these parties can enter information or modify the electronic folder. Page 21, paragraph 285; discloses that a user of the system can modify the document to include an assessment or information regarding the vehicles malfunction problems. Page 22, paragraph 299; discloses that at any time during the process any

user can add additional information this includes vehicle service providers and this is done through their respective computer, from this it is clearly shown that the assessment center enters data regarding the vehicle and its parts at any time during the process and this entry is done from a terminal at the assessment center);

receiving the electronic folder by the vehicular dealer computer platform (Page 22, paragraph 293; discloses that the user can receive the diagnostic report. Page 21, paragraph 282; discloses that a user can consist in any number of people including vehicle service providers and vehicle insurance providers which are equivalent to an assessment center, from this it is shown that a central server sends an electronic folder including description information to an assessment center).

displaying at the vehicular dealer, said grade (Page 15, paragraph 213; discloses output devices the could be used by the system, which includes a display for displaying the information. Page 15, paragraph 214; discloses that the information stored in the system can be made available to any of the users of the system which include the vehicular dealer, from this it is obvious that the information is displayed);

outputting said grade at the vehicular dealer (Page 3, paragraph 39; discloses that the apparatus can send or output repair reports or assessments to the vehicle dealer; Page 10, paragraph 157; discloses that the vehicle dealer computer is in communication with the central processing computer or central server); and

automatically transmitting to an Original Equipment Manufacturer (OEM) a notification of the disposition (Page 5, paragraph [0060]; discloses that notifications can be sent to the Manufacturer automatically);

Joao fails to fully disclose determining whether said vehicular part may be recycled or disposed based on said assessment.

Hormozi, which talks about parts remanufacturing in the automotive industry, teaches disposing of the vehicular based on said assessment (Page 26, paragraphs 1 and 2; teach that there are different strategies in saving customers money and address the concerns of different constituencies, some of them include recycling and remanufacturing, as discussed above since the grade is equivalent to the assessment then the Examiner asserts that a grade is shown as well, and therefore the disposition is based on grade. Page 1, paragraph 4; teaches that the process of remanufactured products includes inspection to determine if the product is capable of being remanufactured parts are too badly worn are replaced. This inspection is an assessment of the part itself to determine if it needs to be replaced or is capable of being salvaged).

From this teaching of Hormozi, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by Joao, with the use of recycling taught by Hormozi, to accomplish the required services for the customer for less. As mentioned in Hormozi many dealers or manufacturers don't have the resources to take on such a task as repairing parts or recycling them and often these parts were just replaced with brand new ones. Hormozi shows that the process of disposing of parts that could be salvaged is wasteful and also costs more money and energy then having those parts repaired or recycled.

The combination of Joao and Hormozi, fails to explicitly disclose analyzing a content of said electronic folder and selecting an assessment center based on a type of the vehicular part.

Schick, which like Joao talks about a system and method for managing assets, teaches that description information includes information relating to the type of part and that the information evaluated or analyzed and then routed based on the information relating to the type of part (Page 1, paragraph [0006], Page 2, paragraph [0021], Page 7, paragraph [0057]; teaches that the information is evaluated to determined the most logical repair location based on various information including part information and a notification is set either by e-mail message or by providing information on a central web page to the service team detailing the parts and labor necessary for a timely and accurate repair. From this it would have been obvious to one having ordinary skill in the art at the time of the invention to automatically send or route the information to the specific party upon evaluation of the information to ensure that the necessary parties are provided the required information in a timely manner. By sending or routing the information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets).

Therefore, from this teaching of Schick, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the part servicing system provided by the combination of Joao and Hormozi, with the distribution

of the information based on the parts as taught by Schick, for the purpose of effectively and efficiently distributing the information regarding the assets to the people who are the most logical to repair or have the most knowledge of those parts as taught by Schick. By sending or routing the information directly to the required parties the information is guaranteed to reach them and would eliminate the requirement to check the central site, thus achieving the goal stated in Schick of distributing the information at a time when it can be used most effectively by people responsible for the assets.

**6. Claims 33, 34, and 37 are rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), further in view of Schick et al. (US 2002/0065698 A1) hereafter Schick.**

**As per claim 33**, the combination of Joao and Schick teaches the above-enclosed invention, Joao further discloses that warranty information is handled by the system and that the payment information would also be handled by the system (Page 22, paragraph 290; discloses that information will be sent to the warranty providers and that this information will effect who is responsible for paying for the repair).

Joao fails to explicitly disclose wherein the computer server is adapted to determine the disposition based on said grade, and wherein the output means outputs the disposition, the disposition comprising at least one of a discarding of the vehicle part and a warranty settlement for said vehicular.

While Joao fails to fully disclose the idea of a settlement, it would have been obvious to one of ordinary skill in the art at the time of the invention include a settlement during the process of determining who is responsible for paying for the repairs. For

example if the user's engine seizes during normal operation they would call up the warranty provider to determine if the damage was covered by their warranty. At which point the warranty provider would issue a disposition or final judgment if the user is to be awarded a settlement and the damage is covered by the user's warranty. As discussed above since the grade is equivalent to the assessment then the Examiner asserts that a grade is shown as well, and therefore the disposition is based on grade. Further the grade could be as simple as pass or fail, for example the part is broken or not, and thus the settlement would be based on if the part needs to be replaced.

Therefore it would have been obvious to one having ordinary skill in the art at the time the invention was made to include settlements being awarded to the user of the vehicle provided by the combination of Joao and Schick, for the purpose of ensuring that the user gets compensated for their damage to their vehicle, if it is covered by the warranty.

**As per claim 34**, the combination of Joao and Schick teaches the above-enclosed invention; Joao further discloses wherein said description information comprises at least one of textual data, binary data, scanned documents, digital images, digital audio and video of said vehicular parts (Page 21, paragraph 286, Page 12, paragraph 177, Page13, paragraph 185).

**As per claim 37**, the combination of Joao and Schick teaches the above-enclosed invention, Joao further discloses wherein said computer server is further adapted to communicate with a third location and said output means further sends said assessment to said third location (Page 22, paragraph 299; discloses that various



parties can access the system, and these parties include intermediaries, these parties can obtain information and input information).

**7. Claim 39 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Hormozi, in view of Schick et al. (US 2002/0065698 A1) hereafter Schick as applied to claim 1 above, further in view of Williams et al. (US 2002/0032573 A1) hereafter Williams.**

**As per claim 39**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, but fails to explicitly disclose printing a shipping label based on a destination identified in the determining of a disposition.

Williams, which talks about an apparatus, systems and methods for online, multi-parcel, multi-carrier, multi-service enterprise parcel shipping management, teaches printing a shipping label identifying a destination (Page 27, paragraphs [0447]-[0449]; teaches that a shipping label can be printed by the user of the system identifying a destination as well as package information details).

Therefore, from this teaching of Williams, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao, Hormozi, and Schick with the printing of shipping labels that provide destination information as taught by Williams for the purpose of expediting shipping to customers as well as to service providers. By printing the labels from the stored data the user is ensured that the information is up to date and correct, which limits the room for error.

8. **Claim 40 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Hormozi, in view of Schick et al. (US 2002/0065698 A1) hereafter Schick as applied to claim 1 above, further in view of Untiedt et al. (7,216,096) hereafter Untiedt.**

**As per claim 40**, the combination Joao, Hormozi, and Schick teaches the above-enclosed invention, but fails to explicitly disclose adding an event-driven status indicator to the electronic folder for tracking the progress of a claim concerning the vehicular part.

Untiedt, which talks about an integrated inventory management system, teaches having an event-driven status indicator for tracking the progress of a vehicular part (Col. 2, lines 23-26, Col. 6, lines 3-36; teach that upon an event happening such as a dealer agreeing or disagreeing to supply a part the information regarding that customer request is updated with the current status in this case if the part was back ordered or not).

Therefore, from this teaching of Untiedt, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao, Hormozi, and Schick with the use of status indicators as taught by Untiedt for the purpose of keeping track of client requests and ensuring that the service is fulfilled. By including a status indicator the system is aware if the order has been fulfilled or not and this helps avoid possibly forgetting a service request or trying to fulfill a service request that has already been fulfilled.

9. **Claim 42 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Schick et al. (US 2002/0065698 A1) hereafter Schick, further in view of Park et al. (US 2001/0039594 A1) hereafter Park.**

**As per claim 42**, the combination of Joao and Schick teaches the above-enclosed invention, Joao further discloses a central processing computer or central server (Figure 1, character 10; discloses that the system contains a central processing computer or central server), but fails to explicitly disclose comprising validating means (server) for validating contents of said assessment based on a set of pre-defined rules.

Park, which talks about a method for enforcing workflow processes for website development and maintenance, teaches comprising validating means (server) for validating contents of said assessment based on a set of pre-defined rules (Figure 1; teaches that the system includes a server. Page 5, paragraph [0058]; teaches that server includes software that validates user-entered data based on a set of predetermined rules, from this it would have been obvious given that Joao includes a website as shown page 11, paragraph [0168], to include on the server the software to validate user entered data on that website based on predetermined rules as taught by Park to ensure that the information is correct before proceeding).

Therefore, from this teaching of Park, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao and Schick with the use of data validation based on rules as taught by Park, for the purpose of ensuring the data is complete and correct before proceeding. Since both Park and Joao show websites

that include data entry it would have been obvious that the central server shown in Joao could be programmed to validate the information submitted by the users based on a set of predetermined rules as taught by Park.

10. **Claim 44 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Hormozi, further in view of Schick et al. (US 2002/0065698 A1) hereafter Schick, further in view of Yurt et al. (5,132,992) hereafter Yurt.**

**As per claim 44**, the combination of Joao, Hormozi and Schick teach the above-enclosed invention; however fail to explicitly disclose selecting and placing the electronic folder for transmission in a transmission queue on the vehicular dealer computer platform.

Yurt, which talks about the transmission of data, teaches it is known to select and place data in a transmission queue (Col. 15, lines 3-22, and Col. 15, lines 33-54; teach that transmission queues are known and that it would have been obvious to use such transmission queues when transferring data to optimize the transfer of the data and to make best use of the available distribution channels. This would have been obvious to use in Joao since like Yurt the distribution of information can come through various channels and would obviously have to be managed to ensure that the data is transferred in an organized manner).

Therefore, from this teaching of Yurt, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao, Hormozi and Schick

with the use of transmission queues as taught by Yurt, for the purpose of organizing and managing the transfer of data from one machine to another. By using transmission queues the system can make best use of the data distribution channels which are available. This would have been obvious to use in Joao since like Yurt the distribution of information can come through various channels and would obviously have to be managed to ensure that the data is transferred in an organized manner.

**11. Claim 45 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Hormozi, further in view of Schick et al. (US 2002/0065698 A1) hereafter Schick, further in view of Yurt et al. (5,132,992) hereafter Yurt, further in view of Rajaraman (5,802,310) hereafter Rajaraman.**

**As per claim 45**, the combination of Joao, Hormozi, Schick and Yurt teach the above-enclosed invention; however fails to explicitly disclose validating, by the central server, the electronic folder by scanning the electronic folder for missing or incomplete data.

Rajaraman, which like Yurt talks about channel queue control, teaches it is known to validate data by scanning or checking the data for missing or incomplete data (Col. 2, lines 35-51; teaches that the destination node verifies or checks all of the data sent from the source node to determine if all of the data that was sent has actually reached the destination node. And that if all or some of the data is lost or corrupted, retransmission may be initiated to supply the missing or corrupted data. As stated in Rajaraman this would have been obvious because it adds tremendous improvement in transmission efficiency. Therefore since data is being transferred in Joao from source to

destination and back it would have been obvious to check for missing or corrupted data to ensure as stated in Rajaraman that all the data that was sent has actually reached the destination and this in turn yields an improvement in transmission efficiency).

Therefore, from this teaching of Rajaraman, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao, Hormozi, Schick and Yurt with the use of data validation by the destination as taught by Rajaraman, for the purposes of ensuring that all that which was sent has arrived. Therefore since data is being transferred in Joao from source to destination and back it would have been obvious to check for missing or corrupted data to ensure as stated in Rajaraman that all the data that was sent has actually reached the destination and this in turn yields an improvement in transmission efficiency.

**12. Claim 46 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Hormozi, further in view of Schick et al. (US 2002/0065698 A1) hereafter Schick, further in view of Yurt et al. (5,132,992) hereafter Yurt, further in view of Rajaraman (5,802,310) hereafter Rajaraman, further in view of Parker et al. (US 6,366,930 B1) hereafter Parker.**

**As per claim 46**, the combination of Joao, Hormozi, Schick, Yurt, and Rajaraman teach the above-enclosed invention; however fail to explicitly disclose the central server storing a copy of the electronic folder received from the vehicular dealer computing platform, and storing at the central server a copy of the updated electronic folder.

Parker, which talks about data inventory, teaches it is known to store both the original document received as well as the updated versions of the document at the central server (Col. 1, line 36 through Col. 2, line 2; teaches that it is known to save both the updates to a document as well as the original document at the central server as part of audit history so it when changes have been made and who made them can be seen. It would have been obvious to do this in the system of Joao, for the purposes of tracking the history of a part or vehicle to determine what has changed, when it changed and who changed it).

Therefore, from this teaching of Parker, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao, Hormozi, Schick, Yurt and Rajaraman with the use of storing both the original as well as all updates separately as taught by Parker for the purposes of tracking the history of a part or vehicle to determine what has changed, when it changed and who changed it. As stated it is known to save the original document separately from the updates to create an audit history for the file. Thus by doing this in Joao, it would have been obvious that the system would allow the users to see when changes have been entered and what specifically has changed and when.

**13. Claim 47 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Hormozi, further in view of Schick et al. (US 2002/0065698 A1) hereafter Schick, further in view of Yurt et al. (5,132,992) hereafter Yurt, further in view of Rajaraman (5,802,310) hereafter Rajaraman,**

**further in view of Parker et al. (US 6,366,930 B1) hereafter Parker, further in view of Wong (5,432,904) hereafter Wong.**

**As per claim 47**, the combination of Joao, Hormozi, Schick, Yurt, Rajaraman and Parker teach the above-enclosed invention; however fail to explicitly disclose capturing and attaching a digital image of the vehicular part to the electronic folder on the vehicular dealer computing platform.

Wong, which like Joao talks about auto repair estimates, teaches it is known to capture and attach a digital image of the vehicular part to the stored information (Col. 9, lines 26-39; teaches using a electronic camera or digital camera to take a digital image of the damage and attaching it to the other information which is stored such as parts information. It would have been obvious to include such a digital image in the Joao system to allow the users to see a visual image of the part which will aid in them determining what is damaged and what needs to be replaced).

Therefore, from this teaching of Wong, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao, Hormozi, Schick, Yurt, Rajaraman and Parker with the use of capturing and attaching digital images to the information as taught by Wong, for the purposes of providing the users with a digital image of the damaged part. This would aid the users in determining the amount of damage as well as what items need to be replaced.

**14. Claim 48 is rejected under 35 U.S.C. 103(a) as being unpatentable over Joao (US2002/0016655A1), in view of Hormozi, further in view of Schick et al. (US**



**2002/0065698 A1) hereafter Schick, further in view of Yurt et al. (5,132,992) hereafter Yurt, further in view of Rajaraman (5,802,310) hereafter Rajaraman, further in view of Parker et al. (US 6,366,930 B1) hereafter Parker, further in view Ganesan et al. (6,055,567) hereafter Ganesan.**

**As per claim 48**, the combination of Joao, Hormozi, Schick, Yurt, Rajaraman and Parker teach the above-enclosed invention; however fails to explicitly disclose storing the updated electronic folder by the vehicular dealer computer platform.

Ganesan, which like Joao talks about distributed data systems, teaches it is known to store the files on the local remote computer platforms (Col. 7, lines 53-63; teaches that it is known to store files locally so that the system can access, edit and view the file without having to be connected to the network. Since Joao states that the files can be completed remotely and then transferred to the central computer it would have been obvious to store the updated files locally so the users can access these files, edit or view them with out the need to access the central computer. This would allow greater flexibility and eliminate the reliance on the central computer to do everything).

Therefore, from this teaching of Ganesan, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the method for evaluating vehicular parts provided by the combination of Joao, Hormozi, Schick, Yurt, Rajaraman and Parker with the use of storing files locally as taught by Ganesan, for the purposes of allowing the users to access, view and edit files with out the need to access the central computer. This would allow greater flexibility and eliminate the reliance on the central computer to do everything.

***Response to Arguments***

15. Applicant's arguments filed June 6, 2011 have been fully considered but they are not persuasive.

16. In response to the applicant's argument regarding the 101 rejection, the rejection has been removed. The newly amended limitation of automatically routing, by the central server,... based on the information relating to the type of said vehicular part. This is considered to be more than merely data transfer since the routing is based on information relating to the type of vehicular part and therefore must be analyzed by the computer.

17. In response to the applicant's argument regarding claims 1, 28, and 41 that, "In order to create an electronic folder, the user does not need to access the central server. This is contrary to the teaching of Joao which specifically states at para [0283]: "At step 201, the user will access the central processing computer 10 via the user computer 20 and enter data and/or information regarding the user and/or the vehicle in question." The Examiner respectfully disagrees. As stated above in the rejection, Joao discloses Page 21, paragraph 286; discloses that the file is completed on the user's computer prior to being sent to the central computer, after it is completed and obviously stored it is then sent to the central computer. Therefore, Joao discloses that the system can create the file in two distinct manners, which include the newly amended features of creating the file locally and upon completion sending it to the central server. Therefore, Joao

reads over the claims as currently written and as such the rejection has been maintained.

18. All rejections made towards the dependent claims are maintained due to the lack of a reply by the applicant in regards to distinctly and specifically point out the supposed errors in the Examiner's action in the prior Office Action (37 CFR 1.111). The Examiner asserts that the applicant only argues that the dependent claims should be allowable because the independent claims are unobvious and patentable over Joao in view of Hormozi, and, where appropriate, in further view of Schick.

***Conclusion***

19. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to PAUL R. FISHER whose telephone number is (571)270-5097. The examiner can normally be reached on Mon/Fri [8am/4:30pm].

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Janice Mooneyham can be reached on (571) 272-6805. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/P. R. F./  
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/Dennis Ruhl/  
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